



 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: ANC01TA032		Aircraft Registration Number: N737CU	
		Occurrence Date: 01/23/2001		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kipnuk	State AK	Zip Code 99614	Local Time 1330	Time Zone AST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 172		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 23, 2001, about 1330 Alaska standard time, a Cessna 172 airplane, N737CU, sustained substantial damage during landing at Kipnuk, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country government flight under Title 14, CFR Part 91, when the accident occurred. The airplane was owned by the pilot, and operated by the Federal Aviation Administration (FAA), Airways Facilities Branch, Anchorage, Alaska. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at the Bethel Airport, Bethel, Alaska, about 1230.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on January 24, 2001, the pilot reported that he and the passenger are employees of the FAA, Airways Facilities Branch. The flight to Kipnuk was for the purpose of working on the VOR building at Kipnuk. The pilot said that his check of weather conditions at Kipnuk included a wind report of 060 degrees at eight knots. Upon arrival over the airport, the pilot said he visually checked the wind sock at the airport. The wind sock frame appeared to be oriented about 150 degrees, but the tail of the sock was blowing at an angle. The wind appeared to be 060 degrees at 10 knots, with gusts to 15 knots. The pilot landed on runway 33, touching down at the approach end of the runway. The runway surface was icy, and about 300 feet after touchdown, the airplane was blown to the left. The pilot was unable to correct the left drift, and the airplane departed the left side of the runway, into an area of soft snow. The airplane nosed over, and received damage to the wings and vertical stabilizer.</p> <p>The pilot reported that he utilized his personal airplane as transportation to Kipnuk, receiving mileage compensation from the FAA.</p> <p>The FAA's Airport Facility Directory/Alaska Supplement listing for the Kipnuk airport includes airport remarks, which state, in part: "Airport unattended. Caution, runway condition not monitored, recommend visual inspection prior to using. Caution, frequent crosswinds. ...windsock at south end of airport damaged, not functioning properly."</p>					
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<b>Landing Facility/Approach Information</b>					
Airport Name KIPNUK	Airport ID: PAKI	Airport Elevation 11 Ft. MSL	Runway Used 33	Runway Length 2120	Runway Width 35
Runway Surface Type: Gravel					
Runway Surface Condition: Ice Covered					
Type Instrument Approach: NONE					
VFR Approach/Landing: Full Stop					
<b>Aircraft Information</b>					
Aircraft Manufacturer Cessna		Model/Series 172		Serial Number 17269321	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats: 4	Certified Max Gross Wt.	2300 LBS	Number of Engines: 1	
Engine Type: Reciprocating	Engine Manufacturer: Lycoming	Model/Series: O-320-E2D	Rated Power: 150 HP		
<b>- Aircraft Inspection Information</b>					
Type of Last Inspection Annual	Date of Last Inspection 08/09/2000	Time Since Last Inspection 80 Hours	Airframe Total Time 988 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>					
ELT Installed? Yes	ELT Operated? Yes	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>					
Registered Aircraft Owner  LANCE MILLER		Street Address P.O. BOX 2283			
		City BETHEL	State AK	Zip Code 99559	
Operator of Aircraft  Federal Aviation Administration		Street Address 301 E. 56TH			
		City Anchorage	State AK	Zip Code 99518	
Operator Does Business As:			Operator Designator Code:		
<b>- Type of U.S. Certificate(s) Held: None</b>					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Public Use					
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<b>First Pilot Information</b>																																																																																					
Name		City		State	Date of Birth	Age																																																																															
On File		On File		On File	On File	38																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Unknown		Certificate Number: On File																																																																																	
Certificate(s): Private																																																																																					
Airplane Rating(s): Single-engine Land																																																																																					
Rotorcraft/Glider/LTA: None																																																																																					
Instrument Rating(s): None																																																																																					
Instructor Rating(s): None																																																																																					
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review?																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: Valid Medical--no waivers/lim.		Date of Last Medical Exam: 11/22/1998																																																																																	
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>128</td> <td>126</td> <td>128</td> <td></td> <td>5</td> <td></td> <td>4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>82</td> <td>82</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td></td> <td>21</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td></td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	128	126	128		5		4				Pilot In Command(PIC)	82	82									Instructor											Last 90 Days		21									Last 30 Days		6									Last 24 Hours										
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Seatbelt Used? Yes		Shoulder Harness Used? Yes		Toxicology Performed? No		Second Pilot? No																																																																															
<b>Flight Plan/Itinerary</b>																																																																																					
Type of Flight Plan Filed: None																																																																																					
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																
Bethel		AK	PABE	1230	AST																																																																																
Destination		State	Airport Identifier																																																																																		
Same as Accident/Incident Location			PAKI																																																																																		
Type of Clearance:																																																																																					
Type of Airspace:																																																																																					
<b>Weather Information</b>																																																																																					
Source of Briefing: No record of briefing																																																																																					
Method of Briefing: Unknown																																																																																					

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation  Ft. MSL	WOF Distance From Accident Site  NM	Direction From Accident Site  Deg. Mag.
Sky/Lowest Cloud Condition:				Ft. AGL	Condition of Light: Day
Lowest Ceiling: Overcast			4500 Ft. AGL	Visibility: 10 SM	Altimeter: 29.44 "Hg
Temperature: -7 °C	Dew Point: °C	Wind Direction: 60		Density Altitude: Ft.	
Wind Speed: 8	Gusts: 15	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					
<b>Accident Information</b>					
Aircraft Damage:		Aircraft Fire:		Aircraft Explosion	
Classification:					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers				1	1
- TOTAL ABOARD -				2	2
Other Ground					
- GRAND TOTAL -				2	2

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Administrative Information		
Investigator-In-Charge (IIC) Scott Erickson		
Additional Persons Participating in This Accident/Incident Investigation:  ELLEN PANEOK AIR SAFETY INSPECTOR FAA, ANC FSDO 4510 W. INTERNATIONAL AIRPORT RD. ANCHORAGE, AK 99502		
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